## NOTIFICATION.

Bangalore, dated 9th December 1968.

**S. O. 66.**—In exercise of the powers conferred by the Section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882), as in force in the Madras Area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in the Puttur Taluk of South Kanara District, the situation and limits of which are specified in the schedule hereto annexed, as reserved forest;

(ii) appoints the Forest Settlement Officer, South Kanara, Mangalore, to be the Forest Settlement Officer for purpose of clause (c) of the said section; and

(iii) appoints the Divisional Forest Officer, Mangalore to attend on behalf of the Government at the enquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said act, the Government of of Mysore hereby appoints the Deputy Commissioner of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under Sections 11, 12 and 13 of the said Act.

### SCHEDULE

| | |
|---|---|
| Name of the District: | South Kanara. |
| Name of the Taluk: | Puttur. |
| Name of the Villages: | Nellur-Kemraje and Markanja. |
| Survey field No.: | 104, 111, 112, 116, 117, 119 173, 178, 77 and 210' of Nellur Village and 8, 13/2, 39, 43,/1 and 48 of Markanja. |
| Name of the Block: | Bommar Block. |
| Extent | 282.00 acres. |

**Boundary description.**

*North*:– Starting from station No. O which is a newly constructed cairn No. 1 from common boundary of S. No. 103 of Nellur Kemraje Village, the demarcation line runs on eastern direction to station No 1 over a distance of 437 links and turns to South–East and proceeds to station No. 4 over a distance of 1143 links passing through station No. 2 and 3 From there it runs on eastern direction to station No. 7 passing through station No. 5 and 6 over a distance of 570 links turns to North-East and meets station No. 8 at a distance of 520 links and turns slight South-East and proceeds on same direction and meets station No. 11 passing through station No. 9 and 10 at a distance of 920 links and further turns to South and proceeds to station No. 16 over a distance of 1978 links passing through intermediate station No. 12 to 15. From there it runs on North-easterly direction to meet station No. 19 passing through intermediate station No. 17 and 18 at a distance of 1219 links and again turns and runs towards North to station No. 24 over a distance of 1333 links passing through station Nos. 20 to 23 from there it runs on slightly North–East direction and meets station No. 25 over a distance of 528 links and again turns to south and meets station No 29 over a distance of 1520 links passing through intermediate station Nos. 26 to 28 and once again turns and runs on slightly North-east direction and meets station No. 30 at a distance of 550 links and again turns and runs towards North and meets station No. 33 at a distance of 1800 links passing through station No. 31 and 32 and again it turns to East and proceeds to station No. 35 passing through middle station No. 34 over a distance of 420 links and further turns to North–East and meets station No. 36 over a distance of 360 links and again turns to North-West and meets station No. 37 at a distance of 250 links then turns to right and proceeds on North easterly direction and meets station No. 38 at a distance of 650 links and finally moves to right and runs towards east and meets station No. 41 at a distance of 1280 links passing through intermediate station No. 39 and 40.

The bearings and distances from station to station are furnished below :

| Station From | Numbers To | Bearings in degrees in F. B. | Distance in links. |
|---|---|---|---|
| 0 | 1 | 106 | 437 |
| 1 | 2 | 135 | 263 |
| 2 | 3 | 142 | 200 |
| 3 | 4 | 152 | 680 |
| 4 | 5 | 110 | 180 |
| 5 | 6 | 67 | 180 |
| 6 | 7 | 75 | 210 |
| 7 | 8 | 23 | 520 |
| 8 | 9 | 109 | 300 |
| 9 | 10 | 123 | 220 |
| 10 | 11 | 94 | 400 |
| 11 | 12 | 172 | 638 |
| 12 | 13 | 180 | 414 |
| 13 | 14 | 168 | 192 |
| 14 | 15 | 171 | 210 |
| 15 | 16 | 174 | 524 |
| 16 | 17 | 80 | 306 |
| 17 | 18 | 45 | 425 |
| 18 | 19 | 57 | 488 |
| 19 | 20 | 350 | 1·0 |
| 20 | 21 | 352 | 363 |
| 21 | 22 | 3 | 300 |
| 22 | 23 | 10 | 112 |
| 23 | 24 | 324 | 378 |
| 24 | 25 | 67 | 528 |
| 25 | 26 | 150 | 380 |
| 26 | 27 | 773 | 500 |
| 27 | 28 | 173 | 290 |
| 28 | 29 | 140 | 350 |
| 29 | 30 | 55 | 550 |
| 30 | 31 | 353 | 600 |
| 31 | 32 | 358 | 650 |
| 32 | 33 | 327 | 550 |
| 33 | 34 | 67 | 150 |
| 34 | 35 | 101 | 270 |
| 35 | 36 | 65 | 360 |
| 36 | 37 | 309 | 250 |
| 37 | 38 | 11 | 650 |
| 38 | 39 | 99 | 130 |
| 39 | 40 | 75 | 900 |
| 40 | 41 | 75 | 250 |

*East.*—From station No. 41 the demarcation line proceeds on slightly south west and meets station No. 42 at a distance of 550 links and turns to left and runs on South-Easterly direction and meets station No. 44 passing through the middle station No. 43 and a distance of 980 links than turns to right and proceeds on South-Westerly direction and meets station No. 45 at a distance of 628 links and again turns to left and runs on South-Easterly direction and meets station No. 46 at a distance of 400 links then it turns to left and runs on North-Eastern direction to station No. 49 over a distance of 1080 links passing through intermediate station Nos. 47& 48 and turns to left and runs towards South and meets station No. 50 at a distance of 380 links then moves little to left and proceeds on South-Easterly direction to meet station No. 51 at a distance of 800 links and it moves little to the left and proceeds on the same direction and meets station No. 52 at a distance of 1000 links. From there it runs to right and proceeds towards South to station No. 53 over a distance of 4:0 links and again it moves little more to right and runs on South-Westerly direction to station No. 55 over a distance of 2046 links passing throught station No. 54. Then turns to right and proceeds towards North-West and meets station No. 60 at a distance of 2158 links passing through intermediate station Nos. 56 to 59 and from there it runs to left and proceeds on Southern direction and meets station No. 61 at a distance of 454 links and again turns to left and proceeds on South-Easterly direction and meets station No. 64 at a distance of 669 links passing through station No. 62 and 63.

Then it moves little to right and runs on the same direction to station No. 66 at a distance of 524 links passing through station No. 65, then moves littele more to right and runs towards south and meet station No. 67 at a distance of 300 links and then it moves little to left and proceeds on south easterly direction to station No. 69 over a distance of 590 links. From there it runs to right and proceeds on Westerly direction over a distance of 856 links and meets station No. 71 passing through the middle

station No. 70 thence to station No. 72 on north westerly direction over a distance of 700 links then it moves little more to left and runs on westerly direction over a distance of 750 links and meets station No. 73 and turns to right and proceeds towards North over a distance of 880 links and meets station No. 75 passing through station No. 74. Thence to station No. 76 on westerly direction at a distance of 380 links and again turns to left and runs on South westerly direction to station No. 78 over a distance of 1084 links passing through intermediate station No. 77. Further it moves little more to left and proceeds on the same direction and meets station No. 79 at a distance of 700 links, From there it turns to left and runs on South Easterly direction over a distance over a distrnce of 300 links and meets station No. 80 and again moves to left and runs on the same direction over a distance of 673 links and meets Station No. 81 and again moves till more to left and runs towards East over a distance of 542 links and meets station No. 82 and then turns to right and runs on South-Easterly direction over a distance of 384 links and meets station No. 83. From there it moves little more to right and proceeds on Southern direction over a distance of 428 links and meets station No. 84. From there it turns once again to right and proceeds on westerly direction over a distance of 770 links and meets station No. 86 passing through the middle station No. 85 and thence turns to left and runs on South westerly direction over a distance of 400 links and meets station No. 87 from there it turns again to left and proceds on South Easterly direction direction over a distance of 400 links and meets Station No. 88 and further it move still more to left and runs towards east over a distance of 600 links and meets station No. 89 then it turns to South-west and meets station No. 91 at a distance of 348 links passing through the station No. 90 and again turns to left and runs on south easterly direction over a distance of 786 links and meets station No. 94 passing through the intermediate station No 92 and 93 and finaly turns to right and runs on Southern direction over a distance of 820 links and meets station No. 96 passing through intermediate station

No. 95. The bearings and distances from station to station are furnished below:

| Station From | Numbers To | Bearings in degree in F.B. | Distances in links |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| 41 | 42 | 204 | 500 |
| 42 | 43 | 114 | 900 |
| 43 | 44 | 131 | 80 |
| 44 | 45 | 228 | 628 |
| 45 | 46 | 150 | 400 |
| 46 | 47 | 47 | 468 |
| 47 | 48 | 39 | 192 |
| 48 | 49 | 35 | 420 |
| 49 | 50 | 170 | 380 |
| 50 | 51 | 145 | 800 |
| 51 | 52 | 115 | 1000 |
| 52 | 53 | 200 | 450 |
| 53 | 54 | 236 | 448 |
| 54 | 55 | 213 | 1598 |
| 55 | 56 | 318 | 500 |
| 56 | 57 | 331 | 450 |
| 57 | 58 | 322.30 | 400 |
| 58 | 59 | 299.30 | 498 |
| 59 | 60 | 303 | 310 |
| 60 | 61 | 204 | 454 |
| 61 | 62 | 124.30 | 248 |
| 62 | 63 | 115 | 246 |
| 63 | 64 | 125 | 175 |
| 64 | 65 | 150 | 326 |
| 65 | 66 | 142 | 198 |
| 66 | 67 | 180 | 300 |
| 67 | 68 | 145 | 400 |
| 68 | 69 | 161 | 190 |
| 69 | 70 | 286 | 380 |
| 70 | 71 | 265 | 476 |
| 71 | 72 | 328 | 700 |
| 72 | 73 | 2-3 | 750 |
| 73 | 74 | 348 | 400 |
| 74 | 75 | 3 | 480 |
| 75 | 76 | 282 | 380 |
| 76 | 77 | 205 | 592 |
| 77 | 78 | 208 | 492 |
| 78 | 79 | 243 | 700 |
| 79 | 80 | 162 | 300 |

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 80 | 81 | 115 | 673 |
| 81 | 82 | 9 | 542 |
| 82 | 83 | 120 | 384 |
| 83 | 84 | 166 | 428 |
| 84 | 85 | 274 | 400 |
| 85 | 86 | 297 | 370 |
| 86 | 87 | 236 | 400 |
| 87 | 88 | 140 | 400 |
| 88 | 89 | 93 | 600 |
| 89 | 90 | 218 | 232 |
| 90 | 91 | 211.30 | 116 |
| 91 | 92 | 116 | 340 |
| 92 | 93 | 112 | 276 |
| 93 | 94 | 130 | 170 |
| 94 | 95 | 201 | 600 |
| 95 | 96 | 214 | 220 |

*South.*—From station No. 96 the demarcation line runs on Northerly direction to station No. 96A over a distance of 604 links and turns towards south and proceeds over a distance of 596 links and meets station No. 96B, then turns to right and proceeds on westerly direction along the panchayat road over a distance of 240 links and meets station No. 97 then it moves little to right and runs on North-Westerly direction over a distance of 572 links and meets station No. 98, and from there it rurns little more to right and proceeds on the North-Westerly direction and meets station No. 104 at a distance of 2133 links passing through intermediate station distance Nos. 99 to 103. Then it turns to the right and runs towards North to station No. 102 over a distance of 418 links. From there it turns to left and runs on westerly direction over a distance of 170 links and meets station No. 106. Then it turns again to left and proceeds towards south to station No. 110 over a distance of 822 links passing through station No 107 to 109 and there it moves still more to left and proceeds on

the same direction and meets station No. 115 at a distance of 1080 links passing through intermediate station No. 111 to 114. From there it moves little more towards left and runs on South-Easterly direction over a distance of 1474 links and meets station No 121 through intermediate station No. 116 to 120. Thence to south over a distadce of 330 links to station No 122. Thence it turns to right and runtowards west over a distance of 534 links and meets station No. 124 passing through station No 123 Further it moves to left and proceeds more or less on Southern direction over a distance of 1232 links to meet station No. 127 passing through intermediate station Nos. 125 and 126 and again it turns to right and runs towards west and meets station No 128 at a distance of 424 links. Then turns still more to right and proceeds on North-westerly direection over a distance of 2321 links and meets station No, 134 passing through station No. 129 to 133, and again turns to right and proceeds on North-Easterly direction over a distance of 650 links to meet station No. 136 passing through the middle station No. 135. From there it moves little to left and runs towards North over a distance of 1140 links and meets station No. 138 passing through the middle station No. 137. Then it turns to left and runs towards North-West over a distance of 655 links to station No. 139. From there it returns back and proceeds more or less on Southern direction to station No. 143 over a distance of 1998 links passion through intermediate station Nos. 140 to 142 and again turns to South and meets station No. 144 at a distance of 432 links and once again turns to right and proceeds on Northerly direction to station No. 147 passing through station No. 145 and 146, over a distance of 712 links. Then turns to left and runs on slightly south west direction over a distance of 685 links to meet station No. 149 passing through the middle station No. 148. Then it moves little right and proceeds on slightly north west direction over a distance of 800 links to meet station No. 151 passing through the middle station No. 150, and finally turns to right and runs towards North over a distance of 445 links

and meets station No. 152. The bearings and distances from station to station are furnished below:

| Station Numbers From | To | Bearings in degree in F. B. | Distances in links. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| 96 | 96A | 333 | 604 |
| 96A | 96B | 192 | 596 |
| 96B | 97 | 287 | 240 |
| 97 | 98 | 308·30 | 572 |
| 98 | 99 | 345 | 431 |
| 99 | 100 | 330.30 | 316 |
| 100 | 101 | 326 | 366 |
| 101 | 102 | 314 | 160 |
| 102 | 103 | 343 | 280 |
| 103 | 104 | 336 | 580 |
| 104 | 105 | 7 | 418 |
| 105 | 106 | 291.30 | 170 |
| 106 | 107 | 212.30 | 212 |
| 107 | 108 | 190 | 130 |
| 108 | 109 | 187 | 168 |
| 109 | 110 | 204 | 312 |
| 110 | 111 | 171 | 316 |
| 111 | 112 | 185 | 138 |
| 112 | 113 | 173 | 160 |
| 113 | 114 | 151.30 | 186 |
| 114 | 115 | 169 | 280 |
| 115 | 116 | 137 | 230 |
| 116 | 117 | 130 | 112 |
| 117 | 118 | 155 | 128 |
| 118 | 119 | 130 | 460 |
| 119 | 120 | 101 | 330 |
| 120 | 121 | 144 | 214 |
| 121 | 122 | 171 | 330 |
| 122 | 123 | 262 | 190 |
| 123 | 124 | 262 | 344 |
| 124 | 125 | 157 | 550 |
| 125 | 126 | 157 | 248 |
| 126 | 127 | 194 | 434 |
| 127 | 128 | 262 | 422 |
| 128 | 129 | 291 | 321 |
| 129 | 130 | 312 | 500 |
| 130 | 131 | 328 | 400 |

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 131 | 132 | 313 | 450 |
| 132 | 133 | 313 | 500 |
| 133 | 134 | 313 | 120 |
| 134 | 135 | 25 | 500 |
| 135 | 136 | 25 | 150 |
| 136 | 137 | 348 | 660 |
| 137 | 138 | 348 | 480 |
| 138 | 139 | 303 | 655 |
| 139 | 140 | 198 | 400 |
| 140 | 141 | 169 | 552 |
| 141 | 142 | 186 | 700 |
| 142 | 143 | 216 | 346 |
| 143 | 144 | 260 | 432 |
| 144 | 145 | 344 | 142 |
| 145 | 146 | 349 | 320 |
| 146 | 147 | 2 | 250 |
| 147 | 148 | 260 | 430 |
| 148 | 149 | 257 | 255 |
| 149 | 150 | 298 | 400 |
| 150 | 151 | 298 | 400 |
| 151 | 152 | 8 | 445 |

*West*.—From station No. 152 the demarcation line runs almost on eastern direction over a distance of 1610 links and meets station No. 156 passing through intermediate station Nos. 153 to 155. Then turns to left and proceeds on North-Easterly direction over a distance of 246 links and meets station No. 157 and turns still more to left and runs towards North to meet station No. 158 at a distance of 500 links and thence turns slightly to right and runs more or less on North-Easterly direction over a distance of 1110 links to meet station No. 161 passing through intermediate station No. 159 and 160. There it turns to left and runs on North-Westerly direction and meets station No. 162 at a distance of 400 links. From there it turns to right and proceeds on eastern direction over a distance of 428 links and meets station No. 163, and again turns to right and runs on South-Easterly direction over a distance of 170 links and meets station No. 164. Then it moves slightly to the left and runs towards east

over a distance of 416 links and meets station No. 166 passing through the middle station No. 165 and again moves little more to left and runs on North-Easterly direction and meets station No. 168 at a distance of 1015 links passing through the middle station No. 167. From there it turns and proceeds on North Westerly direction over a distance of 790 links and meets station No. 170 through middle station No. 169, and again it turns to left and runs towards west over a distance of 1189 links and meets station No. 173 passing through intermediate station No. 171 and 172. From there it moves little right and proceeds on North-westerly direction and meets station No. 175. at a distance of 406 links passing through the middle station No. 174 and again turns to left and runs towards west to station 176 over a distance of 735 links and then turns to right and proceeds almost on North-westerly direction to station No. 178 at a distance of 770 links passing through the middle station No. 177. Then turns again to right and proceeds towards North and meets station No. 179 at a distance of 350 links and finally moves to right and runs almost on North-easterly direction over a distance of 560 links and meets station No. O passing through intermediate station No 180 and close the traverse. The bearings and distances from station to station are furnished below :—

| Station Numbers From | To | Bearings in degrees in F. B. | Distances in links |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| 152 | 153 | 74 | 230 |
| 153 | 154 | 92 | 320 |
| 154 | 155 | 116 | 560 |
| 155 | 156 | 93 | 560 |
| 156 | 157 | 40 | 246 |

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 157 | 158 | 348 | 100 |
| 158 | 159 | 22 | 280 |
| 159 | 160 | 49 | 4 0 |
| 160 | 161 | 16 | 3·0 |
| 161 | 162 | 324 | 400 |
| 162 | 163 | 82 | 428 |
| 163 | 164 | 157 | 170 |
| 164 | 165 | 76 | 280 |
| 165 | 166 | 73 | 166 |
| 166 | 167 | 36 | 300 |
| 167 | 168 | 15 | 715 |
| 168 | 169 | 336 | 440 |
| 169 | 170 | 323.30 | 350 |
| 170 | 171 | 171 | 680 |
| 171 | 172 | 271 | 345 |
| 172 | 173 | 277 | 164 |
| 173 | 174 | 319 | 236 |
| 174 | 175 | 319 | 170 |
| 175 | 176 | 268 | 335 |
| 176 | 177 | 314 | 340 |
| 177 | 178 | 2·5 | 430 |
| 178 | 179 | 349 | 350 |
| 179 | 1 0 | 58 | 200 |
| 180 | 0 | 21 | 360 |

*Boundary description of enclosures inside the Block.* ***Enclosure—A North*** —The enclosure boundary starts from station A taking a tie line from station No. 56 over a distance of 388 links on 127° and proceeds on south easterly direction over a distance of 574 links and meets station D passing through intermediate station B & C. The bearings and distances from station to station are furnished below

| Station Numbers From | | To | Bearings in degrees in F. B. | Distances in links. |
|---|---|---|---|---|
| A | ... | B | ... 126·30 | 192 |
| B | ... | C | ... 117 | 192 |
| C | ... | D | ... 111·30 | 190 |

*East.*—From there it turns right and runs on South-Westerly direction over a distance of 366 links and meets station No. E. The bearings and distances from station to station are furnished below :—

| Station Numbers From | | To | | Bearings in degrees in F. B. | Distances in links |
|---|---|---|---|---|---|
| D | ... | E | ... | 203.30 | 366 |

*South.*—Further the demarcation line runs on North-Werterly direction and meets station F at a distance of 738 links. The bearings and distances from station to station are furnished below.

| Station Numbers From | | To | | Bearings in degrees in F. B. | Distances in links. |
|---|---|---|---|---|---|
| E | ... | F | ... | 294 | 738 |

*West.*—Finally the demarcation line turns to right and proceeds on North-Easserly direction, over a distance of 436 links and meets station A and closes the traverse. The bearings and distances from station to station are furnished below :—

| Station Numbers From | | To | | Bearings in degrees in F. B. | Distances in links. |
|---|---|---|---|---|---|
| F | ... | A | ... | 44 | 436 |

*Enclosure-B* : *North* :—A tie line from station No. 52 to A in 250,30 F. B. over a distance of 466 links. The demarcation line proceeds from station No. H and runs towards East and meets station No. A at a distance of 1528 links.

The bearings and distances from station to station are furnished below:

| Station From | Numbers To | Bearings in degrees in F. B. | Distances in links. |
|---|---|---|---|
| H ... | I ... | 92·30 | 750 |
| I ... | J ... | 94 | 286 |
| J ... | A ... | 83·50 | 492 |

*East*:—Thence it turns right and proceeds on South-Westerly direction over a distance of 460 links and meets station No. B. The bearings and distances from station to station are furnished below:

| Station From | Numbers To | Bearings in degrees in F. B. | Distances in links |
|---|---|---|---|
| A ... | B ... | 202° | 460 |

*South*—Thence it turns again to right and proceeds on westerly direction over a distance of 1588 links and meets station No. G. The bearings and distances from station to station are furnished below:

| Station From | Numbers To | Bearings in degrees in F. B. | Distances in links. |
|---|---|---|---|
| B ... | C ... | 280 | 300 |
| C ... | D ... | 286·30 | 162 |
| D ... | E ... | 294 | 214 |
| E ... | F ... | 270 | 600 |
| F ... | G ... | 286 | 312 |

*West*.—Finally the demarcation line turns once again to right and proceeds on North-Easterly direction over a distance of 312 links and meets station H and closes the

traverse. The bearings and distances from station to station are furnished below.

| Station From | | Numbers To | | Bearings in degrees in F. B. | Distances in links. |
|---|---|---|---|---|---|
| G | ... | H | ... | 21.30 | 312 |

*Water Rights.*

The following water rights are admitted from the block to directing water through channels from cultivation.

| Station Numbers | Survey No. and Name of right holder or pattadar. |
|---|---|
| 91- 92 | 4. Sri Mahaling Naika |
| 105-106 | 5. Sri Batya Naika |
| 138-139 | 6. Sri Puttanna Gowda |
| 147-148 | 7. Sri Krishnappa Gowda |
| 163-164 | 8. Sri Shankaranayarana Naika. |

*Right of ways.*

*Road* :—A village panchayath road enters the block between station No. 119-120 and runs through the block towards west and emerging out between station No. 134-135.

*Foot paths* :—(1) A foot path entering the block between station No. 76-77 and emerging out between station No. 168-169. This foot path runs between Payathota and Maplakaje.

(2) Another foot path coming from Yermathi and enters the block between station No. 36-36 and goes to Enclosure A between enclosure station No. F-A.

(3) Third foot path starts from enclosure B and comes out from the block between station No. 53-54.

*Other rights.*—

(1) Free grazing of cattle by the villagers is allowed inside the block.

(2) Free removal of green manure leaves by the villagers for the *bona fide* use.

(3) Free removal of dry fuel by the villagers for the *bona fide* use.

(4) Free removal of muligrass from the block for the *bona fide* use by the villagers.

[No. AFD 148 FAF 68.]

By Order and in the name of the Governor of Mysore,

S. BALASUBRAMANYAN,
*Under Secretary.*

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